

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 10, 2007– Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: January 16, 2007 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 11:00 AM

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

#### **SUBCONTRACTS**

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| 1. | <b>Conner Executive Services, Inc.</b><br><b>4140 Shaffer SE</b><br><b>Kentwood, MI 49512</b> | <b>Low Bid:</b><br><b>1<sup>st</sup> Optional Year:</b><br><b>Engineer's Estimate:</b> | <b>\$20,000</b><br><b>\$20,000</b><br><b>\$35 per deer</b><br><b>\$0.445 per mile of patrol</b> |
|----|---|--|---|

#### **Description of Work: Carcass Removal**

Approval is requested to authorize the Ionia County Road Commission to award a subcontract for the removal of large animal carcasses on state trunklines in Ionia County. Language in the subcontract allows the subcontract to be extended for one additional year upon the mutual agreement of the parties. The project was advertised, and one bid was received and accepted. MDOT found the cost to be reasonable and competitive with surrounding counties. The subcontract will be in effect from the date of award through December 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To remove large animal carcasses from state trunklines in Ionia County.

**Benefit:** Carcasses have to be removed to keep the roads clean and clear.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If carcasses are not removed from the roads, the carcasses could become hazardous to motorists.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49512.

2.	<b>Yellow Rose Transport</b>	<b>Low Bid:</b>	<b>\$60,000</b>
	<b>3531 Busch Drive</b>	<b>Eng. Estimate:</b>	<b>\$50,000</b>
	<b>Grandville, MI 49418</b>	<b>% Under/Over Est.:</b>	<b>+ 20%</b>

**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Yellow Rose Transport for the trucking of various road materials (aggregate, sand, asphalt, etc.) on state trunklines in Kent County. This contract was advertised, and three bids were received. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all bidders. The subcontract will be in effect from the date of award through December 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Trucking of various road materials, such as asphalt, sand, aggregate, etc., in Kent County.

**Benefit:** This contract will provide for safer highways, by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49418.

3.	<b>Rusches Trucking, Inc.</b>	<b>Low Bid:</b>	<b>\$60,000</b>
	<b>4457 Alpine NW</b>	<b>Eng. Estimate:</b>	<b>\$50,000</b>
	<b>Comstock Park, MI 49321</b>	<b>% Under/Over Est.:</b>	<b>+ 20%</b>

**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Rusches Trucking, Inc., for the trucking of various road materials (aggregate, sand, asphalt, etc.) on state trunklines in Kent County. This contract was advertised, and three bids were received. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all bidders. The subcontract will be in effect from the date of award through December 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Trucking of various road materials, such as asphalt, sand, aggregate, etc., in Kent County.

**Benefit:** This contract will provide for safer highways, by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49321.

\* Denotes a non-standard contract/amendment

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|----|---|---|---|
| 4. | <b>MarJo Construction Services, Inc.</b><br><b>2635 Wilson Avenue SW</b><br><b>Grand Rapids, MI 49544</b> | <b>Low Bid:</b><br><b>Eng. Estimate:</b><br><b>% Under/Over Est.:</b> | <b>\$60,000</b><br><b>\$50,000</b><br><b>+20%</b> |
|----|---|---|---|

**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to MarJo Construction Services, Inc., for the trucking of various road materials (aggregate, sand, asphalt, etc.) on state trunklines in Kent County. This contract was advertised, and three bids were received. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all bidders. The subcontract will be in effect from the date of award through December 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Trucking of various road materials, such as asphalt, sand, aggregate, etc., in Kent County.

**Benefit:** This contract will provide for safer highways, by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49544.

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|----|---|-----------------|------------------|
| 5. | <b>Inland Water Pollution Control Inc.</b><br><b>10040 N. Dort Highway</b><br><b>Mt. Morris, MI 48458</b> | <b>Low Bid:</b> | <b>\$300,000</b> |
|----|---|-----------------|------------------|

**Description of Work: Catch Basin Cleaning**

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for the cleaning of drainage structures (catch basins) and the pumping of storm water at various locations along state trunklines in Kent County. This project has unknown quantities because services include both emergency and non-emergency situations. Costs are based upon a set per-basin amount and remain fixed throughout the term of the contract. The project was advertised, and eight bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the flushing and vacuuming of water and debris from various catch basins located in Kent County to allow for proper drainage.

**Benefit:** Will maintain a functional drainage system and prevent sediment buildup in catch basins and blockage of storm water runoff.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** Failure to perform this activity would allow the catch basins and tiles to plug, which would result in drainage backups onto trunklines. The backup of storm water runoff could lead to potential road flooding and costly future repairs. This could become hazardous.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48458.

## **CONTRACTS**

6. **HIGHWAYS (Real Estate) – Resolution “A” (Railroad Easement)**  
Sale RR-026-E, Item 1, Control Section 3712I8, Parcel 323, Part A

The subject property is located in the township of Union, Isabella County, Michigan, and contains approximately 1,000 square feet. An easement was requested by Consumers Energy Company for installation of a 46,000 volt wood pole electric line into its Mission Substation. The appraisal process was waived because of the nominal value of the property. The approved processing fee of \$600 for transverse crossings has been received by MDOT. The property was not offered to the local municipalities because it is an easement. The easement was approved by the Bureau of Aeronautics and Freight Services.

\$600

**Purpose/Business Case:** The purpose of granting an easement on railroad property is to allow state agencies, local units of government, or private parties the use of MDOT property while MDOT maintains the integrity of the railroad corridor by retaining the fee ownership. MDOT may charge a processing fee to offset costs associated with granting such easements.

**Benefit:** MDOT benefits by allowing the use of a portion of the railroad corridor without affecting the functionality of the corridor by retaining the fee interest. This addresses issues involving landlocked property, encroachments, or other property concerns.

**Funding Source:** N/A – revenue generating.

**Commitment Level:** Easements are processed for a fee established by an MDOT process team.

**Risk Assessment:** Easements are utilized in situations in which MDOT would like to retain fee ownership while addressing specific real estate needs.

**Cost Reduction:** The state does not accept less than fair market value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48858.

7. **HIGHWAYS (Real Estate) – Resolution “B” (Railroad Easement)**  
Sale RR-027-E, Item 1, Control Section 3712I9, Parcel 318, Part A

The subject property is located in the township of Union, Isabella County, Michigan, and contains approximately 1,000 square feet. An easement was requested by Consumers Energy Company for reconstruction of a 46,000 volt wood pole electric line. The appraisal process was waived because of the nominal value of the property. The approved processing fee of \$600 for transverse crossings has been received by MDOT. The property was not offered to the local municipalities because it is an easement. The easement was approved by the Bureau of Aeronautics and Freight Services.

\$600

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** The purpose of granting an easement on railroad property is to allow state agencies, local units of government, or private parties the use of MDOT property while MDOT maintains the integrity of the railroad corridor by retaining the fee ownership. MDOT may charge a processing fee to offset costs associated with granting such easements.

**Benefit:** MDOT benefits by allowing the use of a portion of the railroad corridor without affecting the functionality of the corridor by retaining the fee interest. This addresses issues involving landlocked property, encroachments, or other property concerns.

**Funding Source:** N/A – revenue generating.

**Commitment Level:** Easements are processed for a fee established by an MDOT process team.

**Risk Assessment:** Easements are utilized in situations in which MDOT would like to retain fee ownership while addressing specific real estate needs.

**Cost Reduction:** The state does not accept less than fair market value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48858.

8. HIGHWAYS (Real Estate) – Resolution “C” (Railroad Sale)  
Sale RR-028-F, Item 1, Control Section 371231, Parcels 347B and 349B

The subject properties are located in the city of Mt. Pleasant, Isabella County, Michigan. Parcel 347B contains approximately 3,490 square feet, and parcel 349B contains approximately 0.43 acres. The properties were appraised by William Swagler, Departmental Specialist, Project Development Section, Real Estate Division, on October 9, 2006, at \$2,300 for parcel 347B and \$4,200 for parcel 349B. The appraised properties were approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on October 11, 2006, for the amounts of \$2,300 for parcel 347B and \$4,200 for parcel 349B. The City of Mt. Pleasant requested to purchase the properties through its Economic Development Department. It has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$6,500, which represents payment in full. The properties were determined to be excess by the Bureau of Aeronautics and Freight Services.

\$6,500

**Purpose/Business Case:** The purpose of railroad property sale or exchange contracts is to dispose of state-owned railroad property by sale to state agencies, local units of government, or private parties. The sale or exchange of railroad property returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If railroad property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48858.

9. HIGHWAYS (Real Estate) – Resolution “D” (Excess Property Easement)

Tract 1110, Control Section 50014, Parcel 712, Part J, Parcel 712F, Part B, Parcel 713, Part B, Parcel 714, Part B, Parcel 715B, Part D, Parcel 721, Part E, Parcel 725A, Part B, Parcel 726, Part B, Parcel 727, Part C, Parcel 727S, Part C, Parcel 728S, Part C, Parcel 729, Part C, Parcel 729S, Part C, Parcel 731, Part C, Parcel 731A, Part D, Parcel 746N, Part B, Parcel 746P, Part B, Parcel 747S, Part B, Parcel 747T, Part B

The subject tract is located in the city of Sterling Heights, Macomb County, Michigan. The subject tract was previously right-of-way for the Mound Road connector project. The project was never built and MDOT is in the process of selling the excess property. The City of Sterling Heights has existing utilities on the excess property MDOT is intending to sell. MDOT is required to grant an easement to the city based on Act 12 of 1925, which states that MDOT must protect a utility’s right when selling property. The easement is being transferred to the City of Sterling Heights at no cost to comply with Act 12 of 1925. The transaction was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Division, on December 8, 2006. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

\$0

**Purpose/Business Case:** The purpose of granting an easement on excess property is to allow state agencies, local units of government, or private parties the use of MDOT property while MDOT maintains the integrity of its infrastructure.

**Benefit:** MDOT benefits by allowing the use of a portion of its excess property without affecting the functionality of its infrastructure.

**Funding Source:** N/A – revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** Easements are utilized in situations in which MDOT would like to retain fee ownership while addressing specific real estate needs.

**Cost Reduction:** The state does not accept less than fair market value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48304.

10. HIGHWAYS (Real Estate) – Resolution “E” (Excess Property Easement)  
Tract 999, Control Section 50014, Parcel 712, Part C

The subject tract is located in the city of Sterling Heights, Macomb County, Michigan, and contains approximately 0.21 acres. The subject tract was previously right-of-way for the Mound Road connector project. The project was never built, and MDOT is in the process of selling the excess property. The abutting owner has an existing driveway that provides access to Mound Road. When MDOT bought the property in 1972, damages were paid to the former property owner to allow the owner to construct a drive from the owner’s remaining property, across the right-of-way purchased, to Mound Road. An easement for the driveway was not granted at the time because it was never intended to be a permanent situation. The drive was temporary to provide access to Mound Road until the Mound Road connector project was built. Since the project was never built, MDOT must grant an easement to the property owner in order to provide the owner legal access to its property prior to selling the excess property. The easement is being granted at no cost to fulfill this requirement. The transaction was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Division, on December 15, 2006. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

\$0

**Purpose/Business Case:** The purpose of granting an easement on excess property is to allow state agencies, local units of government, or private parties the use of MDOT property while MDOT maintains the integrity of its infrastructure.

**Benefit:** MDOT benefits by allowing the use of a portion of its excess property without affecting the functionality of its infrastructure.

**Funding Source:** N/A – revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** Easements are utilized in situations in which MDOT would like to retain fee ownership while addressing a specific real estate need.

**Cost Reduction:** The state does not accept less than fair market value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48304.

11. HIGHWAYS (Real Estate) – Resolution “F” (Sale to Abutting Owner)  
Tract 1050, Control Section 50014, Parcel 721, Part B

The subject tract is located in the city of Sterling Heights, Macomb County, Michigan, and contains approximately 1.10 acres. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. A vested right of access to 18 ½ Mile Road over the subject tract resides with the abutting owner. The tract was appraised by Michael Odette, Metro Region Property Analyst, on September 29, 2006, at \$120,000. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on October 23, 2006, for the amount of \$120,000. The sole abutting owner, Damman L.C., has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$24,000, which represents a 20 percent bid deposit. The tract was not offered to the local municipalities because the abutting owner would be landlocked if the tract was sold to anyone else. The property has been declared excess by the Bureau of Highways – Development.

\$120,000

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48304.

12. HIGHWAYS (Real Estate) – Resolution “G” (Railroad Sale)  
Sale RR-029-F, Item 1, Control Section 064007, Parcel 4J

The subject property is located in the city of Standish, Arenac County, Michigan, and contains approximately 2,360 square feet. The property was appraised by Douglas Hodge and Robert Dennison of Johnson Appraisals, independent fee appraisers, on January 26, 2006, at \$2,900. The appraisal was reviewed by Ron Adams, Property Analyst, Excess Property Unit, on November 1, 2006, at the amount of \$2,900. The appraised property was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on November 2, 2006, for the amount of \$2,900. The purchaser, 200 N. Main, LLC, has an encroachment on the property. It has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$2,900, which represents payment in full. The property was not offered to the local municipalities because the purchaser has an encroachment on the property. The property was determined to be excess by the Bureau of Aeronautics and Freight Services.

\$2,900



**Purpose/Business Case:** The purpose of railroad property sale or exchange contracts is to dispose of state-owned railroad property by sale to state agencies, local units of governments, or private parties. The sale or exchange of railroad property returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If railroad property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48658.

13. \*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount

Amendatory Contract (2005-0377/A1) between MDOT and the City of Sault Ste. Marie will add runway safety area grading to the project and will increase the contract amount by \$60,000. The original contract provides for the construction of the runway safety area and part 77 grading, for windcone relocation, and for engineering work for wetland delineation at the Sault Ste. Marie Municipal-Sanderson Airport in Sault Ste. Marie, Michigan. The contract term remains unchanged, August 18, 2005, through August 17, 2025. The revised contract amount will be \$200,000.

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$ 126,000	\$ 57,000	\$ 183,000
City of Sault Ste. Marie Funds	\$ 14,000	\$ 3,000	\$ 17,000
Total	<u>\$ 140,000</u>	<u>\$ 60,000</u>	<u>\$ 200,000</u>

**Purpose/Business Case:** To increase the contract amount by \$60,000 to add runway safety area grading. The first phase of grading cleared an area of brush to allow the second phase of grading to be performed as required by the Department of Environmental Quality (DEQ) for wetland mitigation.

**Benefit:** The runway safety area is a standard area required by the Federal Aviation Administration to benefit the public users of the airport. Coordination with DEQ is necessary to provide minimum impact to the environment.

**Funding Source:** State Restricted Aeronautics Funds - \$183,000; City of Sault Ste Marie Funds - \$17,000; Contract Total - \$200,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the amendment is not approved, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. Second phase will be rebid.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49783.

14. \*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2006-0250/A1) between MDOT and the Bay Community Airport Authority will increase the contract amount by \$6,120 due to higher than anticipated contract costs. The original contract provides for an airport site selection study for the Caseville area. The contract term remains unchanged, March 21, 2006, through March 20, 2009. The revised contract amount will be \$46,920. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$ 36,720	\$ 5,508	\$ 42,228
Bay Community Airport Authority Funds	\$ 4,080	\$ 612	\$ 4,692
Total	<u>\$ 40,800</u>	<u>\$ 6,120</u>	<u>\$ 46,920</u>

**Purpose/Business Case:** To increase the contract amount by \$6,120 to provide for actual cost of the study.

**Benefit:** The study will determine a new location for the proposed airport.

**Funding Source:** State Restricted Aeronautics Funds - \$42,228; Bay Community Airport Authority Funds - \$4,692; Contract Total - \$46,920.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the amendment is not approved, the project may not proceed as planned, as the Bay Community Airport Authority cannot afford the cost without state participation.

**Cost Reduction:** The consultant agreement was locally awarded to the highest qualified firm.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 48725.

15. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Security/Animal Control Fence

Contract (2007-0369) between MDOT and the Lenawee County Board of Commissioners will provide state grant funds for the construction of a security/animal control fence at the Lenawee County Airport in Adrian, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$215,000. Source of Funds: State Restricted Aeronautics Funds - \$204,250; Lenawee County Funds - \$10,750.

**Purpose/Business Case:** To provide for the construction of a security/animal control fence to prevent access to the air operations area by animals and nonauthorized personnel.

**Benefit:** The new fence will increase safety by reducing the number of animal strikes and nonauthorized vehicle and pedestrian incursions.

**Funding Source:** State Restricted Aeronautics Funds - \$204,250; Lenawee County Funds - \$10,750; Contract Total - \$215,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

**Cost Reduction:** The project will be let locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49221.

16. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Layout Plan Update  
Contract (2007-0370) between MDOT and the South Haven Area Regional Airport Authority will provide federal and state grant funds for the update of the airport layout plan (ALP) at the South Haven Area Regional Airport in South Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$83,000. Source of Funds: FAA Funds (via block grant) - \$66,400; State Restricted Aeronautics Funds - \$14,525; South Haven Area Regional Airport Authority Funds - \$2,075.
- Purpose/Business Case:** To provide for the update of the ALP.  
**Benefit:** The updated ALP document will meet current FAA standards and requirements.  
**Funding Source:** FAA Funds (via block grant) - \$66,400; State Restricted Aeronautics Funds - \$14,525; South Haven Area Regional Airport Authority Funds - \$2,075. Contract Total - \$83,000.  
**Commitment Level:** The contract is for a fixed cost.  
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.  
**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.  
**Selection:** N/A.  
**New Project Identification:** This is for the update of an existing document.  
**Zip Code:** 49090.
17. AERONAUTICS AND FREIGHT (Aeronautics) –Terminal Building Utilities and Public Use Furnishings  
Contract (2007-0391) between MDOT and the Manistee County Board of Commissioners will provide state grant funds for terminal building utilities and public use furnishings at Manistee County – Blacker Airport in Manistee, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration (FAA) guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$95,998. Source of Funds: FAA Funds - \$76,798; State Restricted Aeronautics Funds - \$16,800; County of Manistee Funds - \$2,400.
- Purpose/Business Case:** To provide utility service for the new terminal building and furnishings for the public use area.  
**Benefit:** The utility service will provide power for the terminal building, while the furnishings will provide seating in the waiting areas.  
**Funding Source:** FAA Funds - \$76,798; State Restricted Aeronautics Funds - \$16,800; County of Manistee Funds - \$2,400.  
**Commitment Level:** The contract is for a fixed cost.  
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.  
**Cost Reduction:** The project will be let locally and awarded to the lowest bidder.  
**Selection:** N/A.  
**New Project Identification:** This is a new project.  
**Zip Code:** 49660.

18. AERONAUTICS AND FREIGHT (Aeronautics) – Design of Runway Obstruction Removal  
Contract (2007-0392) between MDOT and the Antrim County Board of Commissioners will provide state grant funds for the design of runway obstruction removal at the Antrim County Airport in Bellaire, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$17,000. Source of Funds: State Restricted Aeronautics Funds - \$16,150; Antrim County Funds - \$ 850.

**Purpose/Business Case:** To identify obstructing trees for removal.

**Benefit:** To provide for the survey and design of tree removal for safe approach by aircraft.

**Funding Source:** State Restricted Aeronautics Funds - \$16,150; Antrim County Funds - \$850; Contract Total - \$17,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

**Cost Reduction:** The project will be let locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49615.

19. AERONAUTICS AND FREIGHT (Freight ) - Railroad Force Account Work  
Authorization (23031-89374) under Master Agreement (94-0805), dated April 24, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the addition of half-roadway gates and the upgrade of the flashing-light signals at the grade crossing of First Street in the village of Sunfield, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Village of Sunfield and approved on December 1, 2006. The project cost is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$120,000; FY 2007 State Restricted Trunkline Funds - \$80,000.

**Purpose/Business Case:** The project will add half-roadway gates and upgrade the flashing-light signals at the existing grade crossing of CSX with First Street in the village of Sunfield, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Village of Sunfield, CSX, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds - \$120,000; FY 2007 State Restricted Trunkline Funds - \$80,000.

**Commitment Level:** The contract cost is based on CSX's field estimate. All costs will be paid on a force account basis.

**Risk Assessment:** This crossing is currently equipped with flashing-light signals. Adding half-roadway gates and upgrading the flashing-light signals will reduce motorist exposure to risk by 63 percent.

**Cost Reduction:** The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Village of Sunfield.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48890.

20. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (82092-89382) under Master Agreement (94-0805), dated April 24, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the addition of half-roadway gates and the upgrade of the flashing-light signals at the grade crossing of Hix Road in the city of Westland, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Westland and approved on December 5, 2006. The project cost is estimated at \$150,000. Source of Funds: Federal Highway Administration Funds - \$90,000; FY 2007 State Restricted Trunkline Funds - \$60,000.

**Purpose/Business Case:** The project will add half-roadway gates and upgrade the flashing-light signals at the existing grade crossing of CSX with Hix Road in the city of Westland, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Westland, CSX, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds - \$90,000; FY 2007 State Restricted Trunkline Funds - \$60,000.

**Commitment Level:** The contract cost is based on CSX's field estimate. All costs will be paid on a force account basis.

**Risk Assessment:** This crossing is currently equipped with flashing-light-signals. Adding half-roadway gates and upgrading the flashing-light signals will reduce motorist exposure to risk by 63 percent.

**Cost Reduction:** The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Westland.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48185.

21. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (81011-89383) under Master Agreement (94-0806), dated August 15, 1994, between MDOT and Ann Arbor Railroad (AA) will provide funding for the replacement of the existing passive warning devices with new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at AA's grade crossing of Bemis Road in Washtenaw County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Washtenaw County Road Commission and approved on October 5, 2006. The project cost is estimated at \$138,420.44. Source of Funds: Federal Highway Administration Funds - \$83,052.26; FY 2007 State Restricted Trunkline Funds - \$55,368.18.

**Purpose/Business Case:** The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of AA with Bemis Road in Washtenaw County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, half-roadway gates, and circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$83,052.26; FY 2007 State Restricted Trunkline Funds - \$55,368.18.

**Commitment Level:** The contract cost is based on AA's detailed estimate and will be paid on a force account basis.

**Risk Assessment:** This crossing is currently equipped with passive crossbuck and stop signs. The installation of active warning devices will reduce motorist exposure to risk by 86 percent.

**Cost Reduction:** The work will be performed by AA on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of AA and the Washtenaw County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48176.

22. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (79020-89417) under Master Agreement (94-0808), dated July 11, 1994, between MDOT and Saginaw Valley Railroad Company, Inc. (SVR), will provide funding for the replacement of the existing passive warning devices with new side-of-street flashers, half-roadway gates, and appropriate circuitry at SVR's grade crossing of Washburn Road in Tuscola County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Tuscola County Road Commission and approved on October 6, 2006. The project cost is estimated at \$160,965.46. Source of Funds: Federal Highway Administration Funds - \$96,579.28; FY 2007 State Restricted Trunkline Funds - \$64,386.18.

**Purpose/Business Case:** The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of SVR with Washburn Road in Tuscola County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$96,579.28; FY 2007 State Restricted Trunkline Funds - \$64,386.18.

**Commitment Level:** The authorization amount is based on SVR's detailed estimate and will be paid on a force account basis.

**Risk Assessment:** This crossing is currently equipped with passive crossbuck signs. The installation of active warning devices will reduce motorist exposure to risk by 89 percent.

**Cost Reduction:** The work will be performed by SVR on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of SVR and the Tuscola County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48768.

23. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (03024-89375) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Elm Street in the city of Wayland, Allegan County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Wayland and approved on November 21, 2006. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

**Purpose/Business Case:** The project will provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of NS with Elm Street in the city of Wayland, Allegan County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Wayland, NS, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

**Commitment Level:** The contract cost is based on NS's field estimate. All costs will be paid on a force account basis.

**Risk Assessment:** This crossing is currently equipped with passive warning devices. The installation of flashing-light signals and half-roadway gates will reduce motorist exposure to risk by 89 percent.

**Cost Reduction:** The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the City of Wayland.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 49348.

24. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (03024-89381) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of 133<sup>rd</sup> Avenue in the city of Wayland, Allegan County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Wayland and approved on December 1, 2006. The project cost is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

**Purpose/Business Case:** The project will provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of NS with 133<sup>rd</sup> Avenue in the city of Wayland, Allegan County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Wayland, NS and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds - \$105,000; FY 2007 State Restricted Trunkline Funds - \$70,000.

**Commitment Level:** The contract cost is based on NS's field estimate. All costs will be paid on a force account basis.

**Risk Assessment:** This crossing is currently equipped with passive warning devices. The installation of flashing-light signals and half-roadway gates will reduce motorist exposure to risk by 89 percent.

**Cost Reduction:** The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the City of Wayland.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 49348.

25. \*EXECUTIVE (Office of Research and National Best Practices) - Professional Transportation Consultant Services

Contract (2007-0353) between MDOT and CTC & Associates, LLC (CTC), will provide for the performance of as-needed consulting, marketing, writing, and project management services to MDOT's Office of Research and National Best Practices (ORNBP). The consultant will develop various types of print media, conduct a peer exchange, create and perform surveys, and develop a strategic plan, an annual report, and a research program for 2007. The contract will be in effect from the date of award through 14 months. The contract amount will be \$131,000. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** ORNBP was formed in 2005 to deliver information to all transportation-related organizations in Michigan, to distribute funding across all modes of transportation, and to gather research information regionally and nationally to be utilized in Michigan. Previously, MDOT's research activities were performed by various decentralized units. ORNBP will be responsible for communicating MDOT's research processes and findings to internal and external stakeholders. CTC will assist ORNBP with the federally-required peer exchange, develop communications, revise MDOT's Research Administration Manual, develop ORNBP's strategic plan, revise the annual reporting process, and refine MDOT's Call for Projects process as part of the preparation for the peer review.

**Benefit:** CTC is a leader in research in the transportation industry. It assists other state department of transportation (DOT) research offices with peer reviews, which improves communications and marketing strategies, and institutes cost saving measures for reporting required by the federal government while improving working relationships and attitudes toward DOT research programs. CTC's efforts with other state DOTs have been viewed positively by all transportation partners. CTC's efforts will create an effective research program that can be implemented in Michigan at an accelerated rate, which will result in significant cost savings for Michigan.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to approve this contract could result in ORNBP's inability to meet the federal requirement to conduct the peer review. Additionally, ORNBP does not have the staff hours to accomplish the office goals prior to the peer review. The establishment of this new office requires the development of a strategic plan that parallels MDOT's new strategic plan, the revision of processes, and the revision of the Research Administration Manual.

**Cost Reduction:** Costs are based on a fixed hourly rate plus actual expenses and will not exceed the contract maximum amount.

**Selection:** Sole/best source.

**New Project Identification:** This is a new project.

**Zip Code:** 48933.

26. \*HIGHWAYS – Extension of FieldManager Initial Royalty Rate Payment Period

**Retroactive** Amendatory Contract (96-1066/A2) between MDOT and Info Tech, Inc., (Info Tech), will extend the payment of royalties at the initial rate by three years, for a total of nine years (2 years, 271 days retroactive). The extension will allow MDOT to continue to receive royalties at the initial rate for annual revenue from license fees and annual support contracts received by Info Tech for the FieldManager software. The revised initial royalty rate payment period will be May 19, 1998, through May 19, 2007. The amendment is retroactive because it was not clear if MDOT or the Michigan Department of Information Technology (MDIT) would assume responsibility for amending the contract. In addition, negotiations between the Department of Management & Budget (DMB), the Office of the Attorney General, and the MDIT Contract Office took longer than anticipated. This is a revenue contract.



**Purpose/Business Case:** To retroactively provide for a three-year extension of the payment of royalties at the initial rate.

**Benefit:** The extension will allow MDOT to continue to receive royalties at the initial rate through May 19, 2007.

**Funding Source:** 100% Info Tech Funds.

**Commitment Level:** MDOT receives royalty payments from Info Tech for license fees and annual support contracts received by Info Tech for the FieldManager software.

**Risk Assessment:** If this amendment is not approved, MDOT will lose more than \$100,000 in annual revenue.

**Cost Reduction:** N/A. This is a revenue contract.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** N/A.

27. **\*HIGHWAYS – Renewal/Time Extension**

Amendatory Contract (2001-0932/A3) between MDOT and HNTB Michigan, Inc., will renew the contract and extend the contract term by two years. This project is currently on hold and this amendment is needed to renew the contract before the project resumes. The project is expected to commence in early 2007. The original contract provides for design services to be performed for M-59 between Crooks Road and Ryan Road in the cities of Troy, Sterling Heights, and Rochester Hills and in the township of Shelby, Oakland and Macomb Counties (CSs 63043 and 50023 - JN 55850C). The project length is 5.8 miles. The revised contract term will be from October 10, 2001, through December 31, 2006, and from the date of award of this amendment through two years. The contract amount remains unchanged at \$790,055.29. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To renew the contract and extend the contract term by two years. The project includes both an Early Preliminary Engineering (EPE) component and a Preliminary Engineering (PE) component. The EPE portion has been completed. The PE phase has been put on hold, and this amendment is needed to renew the contract before the project resumes. The project is expected to commence in early 2007.

**Benefit:** Will provide for improvements in pavement ride and roadway safety. This project will also reduce the long-term maintenance costs for this area.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Without the additional time, the consultant cannot complete the design services.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This project is not for a new roadway but is for the widening of an existing roadway with a capacity increase.

**Zip Code:** 48307.

28. **\*HIGHWAYS - IDS Maximum Amount Increase**

Amendatory Contract (2004-0174/A2) between MDOT and Wade-Trim/Associates, Inc., will increase the maximum amount of the indefinite delivery of services (IDS) contract by \$1,000,000 to allow authorizations issued under the IDS contract to be completed. The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised maximum contract amount will be \$5,000,000. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To allow various engineering services for ongoing projects authorized under this IDS contract to be completed. Authorizations in need of additional amounts will be individually approved by the State Administrative Board under applicable rules. No new authorizations will be issued under this contract. The cumulative authorized amount of all authorizations issued under this IDS contract (23 authorizations) and their revisions now approaches the maximum contract amount of \$4 million. A new IDS contract is in place now for new authorizations.

**Benefit:** Authorizations written under this IDS contract can be completed, pending State Administrative Board approval.

**Funding Source:** Federal, state, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not increasing the amount of this IDS contract is that the consultant will not be able to finish any projects that require amount revisions for the duration of the contract.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

29. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z22/R2) under Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will provide for the performance of additional design services, will increase the authorization amount by \$49,471.74, and will extend the authorization term by six months to provide sufficient time for the consultant to complete the additional services. The additional services include additional plan preparation and meeting attendance for the review and finalization of the rehabilitation project. The original authorization provides for the rehabilitation of nine existing pump stations in Wayne, Oakland, Macomb, and Genesee Counties within the Metro and Bay Regions (CS 84900 - JN 84116C). The revised authorization term will be September 7, 2005, through October 7, 2007. The revised authorization amount will be \$527,377.94. The contract term is April 7, 2004, through April 6, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This revision will provide for the performance of additional design services, will increase the authorization amount by \$49,471.74, and will extend the authorization term by six months to provide sufficient time for the consultant to complete the additional services.

**Benefit:** The additional services will provide for additional plan preparation and meeting attendance for the review and finalization of the rehabilitation project. This revision will allow the pump stations to continue to function as part of the overall drainage strategy of the roadway.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not approving this project could result in safety problems because of an inability to remove water from the roadways.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

30. HIGHWAYS - Time Extension

Amendatory Contract (2004-0807/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the construction engineering services at no additional cost. The additional time is needed because the establishment period for the landscape items was not accounted for by the MDOT project manager. In addition, the additional time will allow completion of project documentation and closeout. The original contract provides for construction engineering and inspection services to be performed from I-75 to Square Lake Road in Oakland County. The revised contract term will be January 4, 2005, through February 1, 2008. The contract amount remains unchanged at \$989,955.42. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide sufficient time for the consultant to complete the construction engineering services at no additional cost.

**Benefit:** To complete construction engineering services required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is a not new project.

**Zip Code:** 48302.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2005-0050) between MDOT and Surveying Solutions, Inc., will provide for the performance of construction surveying and staking services on an as-needed basis for projects in the Metro Region administered by the Taylor Transportation Service Center. The services will complement the Metro Region construction program and support the delivery of MDOT capital outlay programs in a timely manner. The authorization will be in effect from the date of award through February 1, 2008. The authorization amount will be \$299,608.11. The contract term is February 1, 2005, through February 1, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for construction surveying and staking services to be performed on an as-needed basis for projects in the Metro Region administered by the Taylor Transportation Service Center. The services will complement the Metro Region construction program and support the delivery of MDOT capital outlay programs in a timely manner.

**Benefit:** Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on these and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is a not new project.

**Zip Code:** 48180.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z20) under Contract (2005-0266) between MDOT and Tyme Engineering, Inc., will provide for the performance of construction inspections and technical assistance services on an as-needed basis for projects in the Metro Region administered by the Port Huron Transportation Service Center. The services will complement the Metro Region construction program and support the delivery of MDOT capital outlay programs in a timely manner. The authorization will be in effect from the date of award through June 21, 2008. The authorization amount will be \$176,215. The contract term is June 21, 2005, through June 21, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for construction inspections and technical assistance services to be performed on an as-needed basis for projects in the Metro Region administered by the Port Huron Transportation Service Center. The services will complement the Metro Region construction program and support the delivery of MDOT capital outlay programs in a timely manner.

**Benefit:** Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on these and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48060.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2006-0466) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of traffic signal modernization and interconnect design services for 58 signalized intersections on M-153 and M-5 within the Metro Region (CS 82081 - JN 88340C). The work items include the design and development of traffic signal contract plans, proposal packages, engineering documents, and related work necessary for the modernization of electronic traffic signal control devices. The authorization will be in effect from the date of award through July 11, 2009. The authorization amount will be \$353,288.69. The contract term is July 12, 2006, through July 11, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of traffic signal modernization and interconnect design services for 58 signalized intersections on M-153 and M-5 within the Metro Region (CS 82081 - JN 88340C).

**Benefit:** The corridors will flow more effectively and efficiently, which will result in reduced user delays and associated costs. The primary benefit is to provide a safer driving environment by optimizing traffic flow.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to approve this authorization could result in user delays and the loss of federal funding. The lack of signal modernization will keep outdated equipment in the field and limit optimal traffic flow.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2006-0615) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of program management services for the traffic signal optimization of various corridors located within Macomb County in the Metro Region (CS 50900 - JN 88076C). The work items include coordination and hosting of progress meetings with consultants and local agencies; review of data collection, engineering evaluations, timing optimization, and final project documentation; development of a cost and benefit report; and updating of signal optimization guidelines. The authorization will be in effect from the date of award through September 27, 2009. The authorization amount will be \$124,749.37. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for the performance of program management services for the traffic signal optimization of various corridors located within Macomb County in the Metro Region.

**Benefit:** The necessary program management services will act as an extension of MDOT Metro Region Traffic and Safety staff with respect to contracts with other consultants to ensure that all project-related technical issues are thoroughly reviewed or implemented in a timely manner and conform to all federal guidelines.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to approve this authorization could result in user delays and the loss of federal funding. Corridors that lack signal progression have been shown to have higher numbers of crashes than corridors with signal progression.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2006-0620) between MDOT and URS Corporation Great Lakes will provide for the performance of traffic signal modernization and interconnect design services for 27 signalized intersections on US-12 within the Metro Region (CS 82061 - JN 88073C). The work items include the design and development of traffic signal contract plans, proposal packages, engineering documents, and related work necessary for the modernization of electronic traffic signal control devices. The authorization will be in effect from the date of award through October 8, 2009. The authorization amount will be \$141,222.91. The contract term is October 9, 2006, through October 8, 2009. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for the performance of traffic signal modernization and interconnect design services for 27 signalized intersections on US-12 within the Metro Region (CS 82061 - JN 88073C).

**Benefit:** The corridors will flow more effectively and efficiently, which will result in reduced user delays and associated costs. The primary benefit is to provide a safer driving environment by optimizing traffic flow.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to approve this authorization could result in user delays and the loss of federal funding. The lack of signal modernization will keep outdated equipment in the field and limit optimal traffic flow.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2007-0305) between MDOT and Eagle Consultant Engineering, LLC, will provide for as-needed consultant construction administrative assistance services to be performed within the Metro Region (CS various - JN various). The work items include constructability reviews of plans and proposals, preparation and review of progress clauses, coordination of corridor projects, attendance at meetings, and technical assistance to the Metro Transportation Service Centers. The authorization will be in effect from the date of award through October 17, 2009. The authorization amount will be \$248,469.30. The contract term is October 18, 2006, through October 17, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed consultant construction administrative assistance services to be performed within the Metro Region (CS various - JN various). The work items include constructability reviews of plans and proposals, preparation and review of progress clauses, coordination of corridor projects, attendance at meetings and technical assistance to the Metro Transportation Service Centers.

**Benefit:** This authorization will provide for the necessary services to ensure that all project-related technical issues within the Metro Region are thoroughly reviewed in a timely manner and conform to all state and federal guidelines.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** These projects are rehabilitation of existing roadways.

**Zip Code:** 48075.

37. \*HIGHWAYS - Construction Engineering Services  
Contract (2007-0351) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of as-needed construction engineering services for Metro Region construction projects along the M-10 corridor between Greenfield Road and Jefferson Avenue in the city of Detroit, Wayne County. The work items include inspection, quality assurance testing, staking, technical assistance, and the preparation and documentation of project records. The contract will be in effect from the date of award through January 15, 2009. The contract amount will be \$2,041,737. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
- Purpose/Business Case:** To provide for the performance of as-needed construction engineering services for Metro Region construction projects along the M-10 corridor between Greenfield Road and Jefferson Avenue in the city of Detroit, Wayne County.  
**Benefit:** Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.  
**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.  
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.  
**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.  
**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.  
**Selection:** Qualifications-based.  
**New Project Identification:** This is a not new project.  
**Zip Code:** 48235.
38. \*HIGHWAYS - IDS Engineering Review Services  
Contract (2007-0389) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the performance of various engineering review services, including expert witness services, in the defense of highway construction contract lawsuits filed against MDOT. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$2,000,000. The maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.
39. \*HIGHWAYS - IDS Engineering Review Services  
Contract (2007-0390) between MDOT and L. S. Engineering, Inc., will provide for the performance of various engineering review services, including expert witness services, in the defense of highway construction contract lawsuits filed against MDOT. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$2,000,000. The maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.

40. HIGHWAYS (Maintenance) - State Trunkline Maintenance

Contract (2007-0382) between MDOT and the City of Bloomfield Hills will provide for state trunkline maintenance services to be performed on state trunklines within the city of Bloomfield Hills. The contract will be in effect from April 1, 2007, through September 30, 2009.

Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissions for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. This maintenance contract was not competitively bid but was negotiated with the local unit of government. MDOT has found that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c).

This contract is on a cost reimbursement basis, subject to final audit to actual costs. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipal budget. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for routine maintenance services to be performed on state trunklines in the city of Bloomfield Hills.

**Benefit:** This contract will provide the most cost-effective and efficient way of delivering essential maintenance services to the city.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract was negotiated.

**Risk Assessment:** The maintenance work items identified in the contract are essential to the operation and management of the trunkline system. Failure to perform routine maintenance may result in an unsafe travel environment.

**Cost Reduction:** The work plan developed for this contract will be monitored closely on a monthly basis to prevent the use of trunkline budget for redundant or unnecessary work.

**Selection:** N/A.

**New Project Identification:** This contract will provide for the performance of routine maintenance services.

**Zip Code:** 48304.

41. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2006-0674) between MDOT and McKenna Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.



42. HIGHWAYS (Real Estate) - Mapping Services

Contract (2007-0375) between MDOT and Wilcox Professional Services, LLC, will provide for the update of the Roscommon County map book for the Real Estate Division. The update will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. The contract will be in effect from the date of the award through September 30, 2007. The contract amount will be \$37,233.49. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Benefit Case:** To provide for the update of the right-of-way maps and the transfer to electronic format.

**Benefit:** Will provide current information and electronic access.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The costs are fixed.

**Risk Assessment:** Incorrect information could be provided, which could result in encroachments and project delays.

**Cost Reduction:** Updated information provides for more efficient planning of highways, and electronic format provides quick access.

**Selection:** Low bid.

**New Project Identification:** Mapping all counties in the state is an ongoing project.

**Zip Codes:** 48629.

43. HIGHWAYS (Real Estate) - Mapping Services

Contract (2007-0380) between MDOT and The Gosselin Group, Inc., will provide for the update of the Sanilac County map book for the Real Estate Division. The update will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. The contract will be in effect from the date of the award through September 30, 2007. The contract amount will be \$34,500. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Benefit Case:** To provide for the update of the right-of-way maps and the transfer to electronic format.

**Benefit:** Will provide current information and electronic access.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The costs are fixed.

**Risk Assessment:** Incorrect information could be provided, which could result in encroachments and project delays.

**Cost Reduction:** Updated information provides for more efficient planning of highways, and electronic format provides quick access.

**Selection:** Low bid.

**New Project Identification:** Mapping all counties in the state is an ongoing project.

**Zip Codes:** 49471.

44. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z22/R1) under Master Agreement (2002-0041) between MDOT and the Greater Lapeer Transportation Authority (GLTA) will add the purchase of one bus and will transfer all funds, including toll credits, from the existing emission retrofitting kits line item to fund the new line item. At this time, the bus purchase is a higher priority for GLTA than the emission retrofitting kits. The original authorization provides matching funds (toll credits) for GLTA's FY 2006 Federal Section 5311 Nonurbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grants. The authorization term remains unchanged, September 25, 2005, through September 24, 2009. The authorization amount remains unchanged at \$78,468. Toll credits in the amount of \$15,694 remain unchanged. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$78,468.

**Purpose/Business Case:** To add a new line item for a bus purchase and to transfer all funds, including toll credits, from the emission retrofitting kits line item to the new bus purchase line item.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$78,468.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48446.

45. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z3/R2) under Master Agreement (2002-0083) between MDOT and the Sanilac County Board of Commissioners will add a line item for a construction project manager and will extend the authorization term by one year to provide sufficient time for the County to complete the project. The County decided it would be beneficial to hire an independent professional construction project manager to oversee the design and construction phases of the County's new facility construction project. The facility construction was delayed while the County sought additional funding necessary to complete the project. As the additional funding has now been acquired, construction is scheduled to begin in spring 2007. The original authorization provides state matching funds for the County's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be February 19, 2003, through February 18, 2008. The authorization amount remains unchanged at \$175,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$140,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$35,000.

**Purpose/Business Case:** To provide for the services of a construction project manager and to extend the authorization term by one year to provide sufficient time for the County to complete the project.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$140,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$35,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

\* Denotes a non-standard contract/amendment

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48419.

46. PASSENGER TRANSPORTATION - Section 5310 Program

Amendatory Contract (2004-0451/A2) between MDOT and the Friendship Centers of Emmet County will add a new line item for maintenance equipment and will adjust funding from existing line items to fund the new line item. The computer system cost less than anticipated so the remaining funds will be transferred to the new maintenance equipment line item to purchase needed bus washing equipment and a forklift. This amendment has received rural task force approval. The original contract provides state matching funds for the Centers' FY 2004 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The contract term remains unchanged, September 7, 2004, through September 6, 2007. The contract amount remains unchanged at \$226,945. Source of Funds: Federal Transit Administration (FTA) Funds - \$181,556; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$45,389.

**Purpose/Business Case:** To adjust funding to provide for the purchase of maintenance equipment and a forklift.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$181,556; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$45,389.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49770.

47. \*PASSENGER TRANSPORTATION - Section 1010 Program

Contract (2007-0363) between MDOT and the Berrien County Road Commission will provide Federal Section 1010 Program funding of \$170,000 for the construction of an alternative roadway, including fencing, due to the elimination of the at-grade crossing with Batten Road in Section 1 of Galien Township (National Inventory No. 545-471-B). The contract will also provide access to the sole residence north of the eliminated/closed grade crossing. The National Railroad Passenger Corporation will fund the removal of the existing grade crossing and warning devices. This project is part of the continued effort to eliminate grade crossings and to increase safety and decrease travel times on the federally-designated Detroit-Chicago High Speed Rail Corridor. The contract will be in effect from the date of award through September 30, 2007. The contract amount will be \$170,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$170,000.

**Purpose/Business Case:** To provide Federal Section 1010 Program funding for the construction of an alternative roadway due to the elimination of the at-grade crossing with Batten Road in Galien Township.

**Benefit:** The closure of the public at-grade rail crossing along the high-speed corridor will eliminate the possibility of a car/train crash occurring at this location while causing little inconvenience to the sole resident.

**Funding Source:** FHWA Funds - \$170,000.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** If this contract is not awarded, the opportunity to eliminate a public grade crossing on a high-speed corridor will be lost. Grade crossing closures are part of a state and federal initiative to eliminate 25 percent of all active public crossings to improve rail/highway safety nationwide.

**Cost Reduction:** The costs have been reviewed by MDOT's Rail Passenger Section and found to be reasonable for the required work.

\* Denotes a non-standard contract/amendment

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49203.

48. TRANSPORTATION PLANNING - Technical Assistance for Woodward Avenue Heritage Route Development

Authorization (Z4) under Contract (2005-0295) between MDOT and the Woodward Avenue Action Association (WA3) will provide for planning and technical assistance services to be performed for the development of the Woodward Avenue Heritage Route. The services will include plan development for land use issues, analysis of funding opportunities needed to implement innovative traffic and pedestrian schemes to provide a safe and efficient interchange, and exploration of economic development measures designed to provide regional stimulus. The services will help MDOT to accomplish the objectives stated in the Woodward Heritage Route Corridor Management Plan. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$35,000. The contract term is June 22, 2005, through June 21, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for planning and technical assistance for the development of the Woodward Avenue Heritage Route.

**Benefit:** These activities will help MDOT to accomplish the objectives stated in the Woodward Heritage Route Corridor Management Plan. WA3 is a regional organization that provides invaluable assistance to MDOT on a variety of regional and local planning projects along M-1, such as data collection, the development of planning tools necessary to foster successful implementation, and the continuation of the Master Plan analysis and Geographic Information System (GIS) work.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds. State Planning and Research Funds are provided for continuing corridor planning activities, and National Byways Discretionary Funds are provided for project-specific activities.

**Commitment Level:** The funding level is determined by negotiating planning-related activities and anticipated costs.

**Risk Assessment:** If this authorization is not approved, the consistent implementation of the Master Plan analysis and GIS work could be endangered and achievement of the goals agreed upon by MDOT and WA3 in the Woodward Heritage Route Corridor Management Plan could be jeopardized.

**Cost Reduction:** The cost of funding WA3 planning-related activities is expected to be considerably less than the funding level realized under the Southeast Michigan Council of Governments contract.

**Selection:** N/A.

**New Project Identification:** This is an ongoing project.

**Zip Code:** 48909.

49. TRANSPORTATION PLANNING - Non-Motorized Comprehensive Plan

Project Authorization (Z13) under Master Planning Agreement (2006-0018) between MDOT and the Northwest Michigan Council of Governments will facilitate the completion of non-motorized planning efforts for the State of Michigan. Non-motorized planning work that has been completed in the southwest and Metro Region will be incorporated and used as the basis for this statewide effort. The completed non-motorized comprehensive plan will create a uniform basis for identifying needed projects and project elements, prioritizing those projects, and determining the optimum funding arrangements for the projects within each MDOT Region. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$49,500. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To complete a non-motorized comprehensive plan for identifying needed projects and project elements.

**Benefit:** Will identify needed projects, prioritize those projects, and determine the funding arrangements.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level :** Regional Planning Organization (RPO) costs are fixed and limited by line item appropriation.

**Risk Assessment:** The RPOs provide an invaluable extension of MDOT resources.

**Cost Reduction:** The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

**Selection:** N/A.

**New Project Identification:** This is an on-going program.

**Zip Code:** 49685.

## **EXTRAS**

50. **Extra 2007 - 01**

Control Section/Job Number: 47082-83022 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: The Oakland Excavating Company  
31 Oakland Avenue - LL Suite B  
Pontiac, MI 48342

Designed By: Nowak & Fraus, PLLC  
Engineer's Estimate: \$619,383.68

Description of Project:

0.52 miles of hot mix asphalt paving, pavement removal, earthwork, drainage improvements, and concrete curb and gutter on Latson Road from M-59 southerly, Livingston County.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	May 2, 2006	
Original Contract Amount:	\$546,525.05	
Total of Overruns/Changes (Approved to Date):	3,919.20	+ 0.72%
Total of Extras/Adjustments (Approved to Date):	47,827.04	+ 8.75%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>862.50</u></b>	<b><u>+ 0.16%</u></b>
<b>Revised Total</b>	<b><u>\$599,133.79</u></b>	<b>+ 9.63%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.47% over the original budget for an **Authorized to Date Amount** of \$598,271.29.

Approval of this extra will place the authorized status of the contract 9.63% or \$52,608.74 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Shoulder Gutter, Conc, Det 2	3.000 Ea @ \$287.50/Ea	<u>\$862.50</u>
<b>Total</b>		<b><u>\$862.50</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

The project plans indicated new curb to be installed, but did not indicate what to do with the end of the curb. The contractor was directed to place Shoulder Gutter, Conc, Det 2 at the end of the curb at 3 locations. This detail was required to convey the water from the curb into the ditch without causing erosion of the front slope of the ditch. The extra cost for Shoulder Gutter, Conc, Det 2 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 34.41%; Livingston County, 65.59%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48843.

51. **Extra 2007 - 02**

Control Section/Job Number: 82131-60442 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Cadillac Asphalt, LLC  
P.O. Box 87248  
Canton, MI 48188

Designed By: Bergmann Associates, Inc.

Engineer's Estimate: \$6,801,790.73

Description of Project:

3.932 miles of cold milling and hot mix asphalt resurfacing, intermittent reconstruction of parking lanes, curb and gutter, sidewalk replacement, joint repair, pavement markings, and traffic signal modifications on M-1 (Woodward Avenue) from Winchester Street to Tuxedo Avenue, in the cities of Detroit and Highland Park, Wayne County.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	February 10, 2005	
Original Contract Amount:	\$7,315,879.38	
Total of Overruns/Changes (Approved to Date):	206,753.18	+ 2.83%
Total of Extras/Adjustments (Approved to Date):	296,153.96	+ 4.05%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
<b>THIS REQUEST</b>	<b><u>100,393.35</u></b>	<b>+ 1.37%</b>
<b>Revised Total</b>	<b><u>\$7,919,179.87</u></b>	<b>+ 8.25%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.88% over the original budget for an **Authorized to Date Amount** of \$7,818,786.52.

Approval of this extra will place the authorized status of the contract 8.25% or \$603,300.49 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 22 r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Traffic Control Adjustment	100,393.35 Dlr @ \$1.00/Dlr	<u>\$100,393.35</u>
<b>Total</b>		<b><u>\$100,393.35</u></b>



**Reason(s) for Extra(s)/Adjustment(s):**

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time, when liquidated damages are not assessed. This project had an approved extension of time for 58 days without the assessment of liquidated damages. Traffic control devices were required during the extended time-frame and each of these items was included in the calculation of Traffic Control Adjustment. A contract adjustment was needed per the specification section listed above and the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This extra is recommended for approval by the State Administrative Board on January 16, 2007.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 81.64%; State Restricted Trunkline, 17.05%; City of Detroit, 1.31%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48203.

**OVERRUN****52. Overrun 2007 - 01**

Control Section/Job Number:	53432-82741	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Hallack Contracting, Inc. 4223 West Polk Road Hart, MI 49420	
Designed By:	Prein and Newhof Engineering	
Engineer's Estimate:	\$512,889.00	
Description of Project:	0.63 miles of road reconstruction, including base crushing and shaping, storm sewer, sanitary sewer, concrete curb and gutter, concrete sidewalk, hot mix asphalt paving and pavement markings on Tinkham Avenue from Washington Avenue to William Avenue, in the City of Ludington, Mason County.	

Administrative Board Approval Date:	June 21, 2005	
Contract Date:	July 14, 2005	
Original Contract Amount:	\$440,420.57	
Total of Overruns/Changes (Approved to Date):	44,042.06	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	13,069.00	+ 2.97%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>8,268.00</u></b>	<b>+ <u>1.88%</u></b>
<b>Revised Total</b>	<b><u>\$505,799.63</u></b>	<b>+ 14.85%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.97% over the original budget for an **Authorized to Date Amount** of \$497,531.63.

Approval of this overrun will place the authorized status of the contract 14.85% or \$65,379.06 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Sanitary Sewer, 12 inch, Tr Det B	159.00 Ft @ \$52.00/Ft	<u>\$8,268.00</u>
<b>Total</b>		<b><u>\$8,268.00</u></b>

#### Reason(s) for Overrun(s):

Prior to the start of construction, it was determined that some of the existing sanitary sewer which was not set up to be replaced was low, or sagging. This would have adversely impacted the flow of the newly replaced sanitary line. The contractor was directed to replace the sagging sanitary sewer, which caused an overrun in the original bid item Sanitary Sewer, 12 inch, Tr Det B. This work is 100 percent funded by the City of Ludington.

This work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on January 16, 2007.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 72.15%; City of Ludington, 27.85%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Invitational bid with the low bid being selected.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 49431

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle  
Director

## SUPPLEMENTAL AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 10, 2007 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: January 16, 2007 - Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

### CONTRACTS

1. \*HIGHWAYS – Design Consultant Services

Contract (2006-0636) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of design services for the reconstruction of M-85 from Schaefer Highway to Oakwood Boulevard in the city of Detroit, Wayne County (CS 82073 - JNs 80011C and 79724D). The work items include the performance of design surveys and the preparation of base plans, right-of-way plans, pump station plans, traffic control plans, permanent pavement marking plans, a drainage study, municipal utility plans, and freeway and non-freeway signing plans. The project is 1.12 miles and includes the design reconstruction for three associated bridges. The contract will be in effect from the date of award through February 9, 2009. The contract amount will be \$2,828,037.64. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Detroit (Act 51) Funds.

**Purpose/Business Case:** To provide for the reconstruction of M-85 from Schaefer Highway to Oakwood Boulevard in the city of Detroit, Wayne County (CS 82073 - JNs 80011C and 79724D). The project length is 1.12 miles and includes the design reconstruction for three associated bridges.

**Benefit:** Will improve the pavement ride and the condition and safety of the expressway. This project will reduce the long-term maintenance costs for this area.

**Funding Source:** 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Detroit (Act 51) Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this contract is not approved, it could be necessary to perform alternate repairs and additional maintenance, which could result in traffic disruptions, increased costs, and user delays.

**Cost Reduction:** Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

**Selection:** Qualifications-based.

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 48075.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the item on this agenda.

The approval by the State Administrative Board of this contract does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle  
Director